



ENDURO REGULATIONS

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MCFFEDERATION ENDURO REGULATIONS

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The MCF Code of Practice together with these Regulations, the Event Regulations and any Final Instructions shall apply to all Cross Country Events held under a Permit issued by the MCF.

SECTION 1 EVENTS**CONDITIONS FOR ENDURO EVENTS**

1. The organiser must be affiliated to the MCF.

EVENT REGULATIONS

The Event Regulations issued for an event must specify all restrictions and requirements of eligibility and must be endorsed by the MCF.

PRACTICE EVENTS AND TEST DAYS

1. No such event may be held unless the appropriate notification and Insurance has been issued.
2. The MCF guidelines for practice track facilities will apply to a practice event or test day.

ELIGIBILITY**LICENCES**

1. For all MCF competitions the riders and passengers must hold a current MCF Licence.
2. Practice licences are available for non competition events.
3. A One Event Competition Licence grants the same benefits of an annual licence for the duration of one event only and is available for All MCF Enduro events.
4. All new applications for an annual licence must be accompanied by a portrait photograph.
5. Youth only: All new applications for an annual licence must be accompanied by a photocopy of the rider's birth certificate.

CAPACITY AND LICENCE RESTRICTIONS

Age on 1st Jan	Grade	Engine Capacity	Max Wheel Size / Specification
Youth Solo			
6–8 Years	Automatic	Maximum 50cc 2 or 4 stroke automatic no manual clutch	12 inch rear, 15 inch front
7–10 years	65cc Junior	Maximum 65cc 2 stroke or 110cc 4 stroke	12 inch rear, 14 inch front
9–12 years	Small Wheel	Maximum 85cc 2 stroke or 150cc 4 stroke	14 inch rear, 17 inch front
12 - 15 years	Big Wheel	Maximum 85cc 2 stroke or 150cc 4 stroke	16 inch rear, 19 inch front
14 - 17 years	Rookies	Maximum 145cc 2 stroke Minimum 200cc 4 stroke Maximum 250cc 4 stroke	19 inch rear, 21 inch front
Adult Solo			
15 Years	All	Minimum 120cc 2 stroke Minimum 175cc 4 stroke	
Sidecar			
15 Years	Driver	Unlimited	
15 Years	Passenger		

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Age on 1st Jan	Grade	Engine Capacity	Max Wheel Size / Specification
Adult Quad			
15 Years		Unlimited	
Youth Quad			
6 – 9 Years	50cc Automatic	50cc Automatic Quads with engine and frame as originally manufactured	
8 – 14 Years	100cc Open	100cc Quads with engine and frame as originally manufactured, 8 year olds – Automatic only	
11 - 17 Years	250cc Open	Up to 200cc 2 Stroke & 250cc 4 Stroke.	

Riders may continue in the youth Rookie class until the end of the year in which their 18th birthday falls. After reaching 15 years of age riders can apply for an adult solo Enduro licence and still retain a youth licence until the end of the year in which their 18th birthday falls. After reaching 15 years of age riders can apply for an adult quad Enduro licence and still retain a 250 youth licence until the end of the year in which their 17th birthday falls.

YOUTH

1. Upon assessment riders may remain in a lower class below their.
2. No rider may compete before his/her sixth birthday.
3. When a rider reaches the maximum age limit for his/her group, he/she may continue to compete in that group until the end of the calendar year.
4. On reaching the minimum age for the next group, the rider may upgrade. Please note that any rider who chooses to upgrade cannot then move back to the lower capacity class once they have competed at the higher level at an MCF event unless specifically proved by the MCF.
5. An assessment will be required for any rider wishing to ride in a class of which they do not reach the age requirement to be arranged by the rider following application to the MCF head office.
6. The parent or person with parental responsibility must accompany a youth competitor under the age of 18 to any event and stay for the entire duration of the time that the rider is present.

ADULT

1. The parent or person with parental responsibility must accompany a competitor under the age of 18 to any event and stay for the entire duration of the time that the rider is present.
2. No rider will be permitted to compete in the adult classes until they reach the minimum required age.

PHYSICAL ELIGIBILITY / PROFICIENCY ASSESSMENT

All youth riders should be able to sit astride their machines and with one foot firmly on the ground, must be able to control the gear lever or the foot brake with the other foot.

CLASS VARIATIONS

Clubs are permitted to designate other classes such as E1, E2 etc. These classes must not fall outside of the restrictions for either Youth or Adult competitors and must be stated in the Event Regulations.

OFFICIALS LICENCES

Enduro Race Officials are required to hold an MCF Licence of the appropriate grade for the performance of their duties.

MCFEDERATION ENDURO REGULATIONS**LICENCED OFFICIALS**

Officials that require a Licence.

Official	Licence Term	Training Method
Clerk of the Course	3 Years	Seminar
Chief Technical Officer	3 Years	Seminar
Engine Measurer	3 Years	Seminar

Licences will only be issued to individuals who have attended the appropriate seminar and/or passed competency assessments appropriate to their role. The MCF, at its sole discretion, may refuse to issue, cancel or suspend any officials licence.

UNLICENCED OFFICIALS

Officials who do not require a Licence

Official	Training Method
Event Secretary	May receive training from the MCF or the Clerk of the Course
Incident Officer	This may be the Clerk of the Course or a person appointed by the Clerk of the Course
Technical Official	Will receive training from the Chief Technical Officer
Marshal	Will be appointed and briefed by the Clerk of the Course or the Chief Marshal
Child Protection Officer	

MARSHAL

- Marshals who are in membership of a recognized corps of cadets/scouts/other discipline groups must be at least 14 years of age, 1 supervisor must be in charge of no more than three marshals under 16 years of age.
- Flag Marshals must be provided with a tabard / waistcoat clearly identifiable.

SPECIFICATION OF MOTORCYCLE

All Motorcycles, Solo, Quad or Sidecar, designed for Enduro and comply with the Code of Practice and the following may be used in Enduro:

BRAKES

- Motorcycles must be equipped with two efficient brakes, one operating on each wheel and be operated independently from the driving position.
- For Sidecar motorcycles, brakes are not required on the sidecar wheel.
- For Quad motorcycles brakes must be capable of operating, as a minimum, to both rear wheels.

TYRES

- Must be Enduro type tyres unless specified in the Event Regulations.
- For Enduros that consist of sections on the public highway, tyres must conform to highway standards..
- Further restrictions may be noted in the Event Regulations.
- Tyres may only be changed in the start work area or at the final check.

MUDGUARDS

Solo and Sidecar motorcycles must be fitted with two mudguards giving protection to the driver. The rear mudguard must cover 35 degrees of the upper rear wheel.

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CLUTCH AND BRAKE LEVERS

1. Clutch and brake levers must be, in principal, ball ended, the diameter of the ball to be at least 12.5mm.
2. This ball can also be flattened but in any case the edges must be rounded.
3. These ball ends must be permanently fixed to form an integral part of the lever.

FOOTRESTS AND HANDLEBARS

The ends of the footrests must be rounded with a radius of not less than 12.5mm. The ends of the handlebars on all motorcycles shall be rounded or otherwise protected. For Quad motorcycles nerf bars or running boards must be fitted so that a riders leg will not be pulled under the rear wheel.

THROTTLE

All machines must be fitted with self-closing throttles.

EXHAUST PIPES

The end of the exhaust pipe or pipes must not project beyond any part of the vehicle or its bodywork.

IGNITION CUT-OUT

1. Solo Motorcycles used in Enduro will be fitted with an engine cut-out button.
2. Sidecar Motorcycles will be fitted with an engine cut out button that must be operated by a non elastic string or cord (coil telephone wire is not permitted). The cord should be a maximum of 500mm. Any part of the cut-out that remains live when disconnected must be shrouded in order to prevent accidental contact with any part of the motorcycle.
3. Quad Motorcycles will be fitted with an engine cut out button that must be operated by a non elastic string or cord. Any part of the cut-out that remains live when disconnected must be shrouded in order to prevent accidental contact with any part of the motorcycle.

CHAIN GUARDS

1. For solo and sidecar motorcycles the manufacturer's original guards or parts of similar design must remain in place.
2. For quad motorcycles a suitable primary drive guard must be fitted if no original was fitted to the motorcycle.

WHEELS

1. For all groups wheels with six or less spokes must be guarded.
2. For Sidecar motorcycles:
 - a. The three wheels shall each be of at least 400mm (16") in diameter measured over the outside of the tyre.
 - b. The wheel track, or lateral distance between tracks, shall be no more than 1150mm.
3. For Quad motorcycles the measurement from one front wheel to its following rear wheel must be equal on both sides of the machine.

MISCELLANEOUS

For Quad motorcycles bumpers and nerf bars must have all corners with a radius of a minimum of 50mm.

NUMBER PLATES

1. Machines will have a minimum of three number plates and it is the rider's responsibility to ensure that the numbers are clearly visible.
2. No metallic or reflective colours may be used in any circumstances.
3. One plate must be carried facing forward and not more than 30 degrees from the vertical with one on each side of the machine.

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4. Side number plates must be positioned above a horizontal line drawn through the rear spindle and behind a line drawn vertically at a minimum distance of 200mm behind the footrest.
5. The minimum dimensions of the numbers should be: – height 100mm
6. The Clerk of the Course has the discretion to disqualify any rider not showing legible numbers or discounting any protest resulting from illegible numbers.
7. For Quad motorcycles a further number plate may be fitted running parallel with the machine at the rear, readable when facing the side view of the machine. The mounting bracket must not exceed 25mm in height.

At the discretion of the organiser the colours may be as follows: – The figures and background must be in a 'matt' (non-shiny) colour

Adult	Background Colour	Number Colour
Pro Class	Red	White
Expert Class	Green	White
Clubman Class	Yellow	Black
Novice Class	Black	White
Sidecars	Yellow	Black
Quads	Yellow	Black
Youth		
Automatic	White	Black
65cc Junior	Black	White
85cc Small Wheel	Red	White
85cc Big Wheel	Green	White
Rookie	Black / Blue	White

Clubs may specify or accept different colours and numbers at the Clerk of the Courses discretion.

TECHNICAL CONTROL

1. Where it may be necessary for promoters to verify any fact, this shall be carried out at the cost of the rider. If a rider refuses to release his machine to be measured by the officials of the event then this action will result in automatic disqualification from the event.
2. In the event of a protest against machine specification where an engine has to be stripped an additional fee of £250* for four stroke and £150* for two stroke machines MUST be submitted with the protest and protest fee. In the event of the protest being upheld the additional fee will be returned. If the protest is not upheld the additional fee will be awarded to the other party and will be the only costs payable.
3. The Clerk of the Course may disqualify or penalise any rider of a machine which exceeds the maximum permitted sound level, or which in his opinion is deemed to be excessively noisy.

* All payments to be made in cash

SAFETY**MEDICAL SERVICES**

At all Enduro events, including official practice, qualified first aid personnel must be in attendance with full first aid equipment. Organisers must ensure sufficient medical services for the type of event remain in place until the event has completely finished.

An IHCD Emergency Technician (EMT) or the Voluntary Aid Society (VAS) equivalent must be in attendance during official practice and racing. A Paramedic (PM) is recommended.

The minimum requirement for the start of every event is two ambulances. If one of the two ambulances has to leave the circuit then the minimum requirement for the event to continue is one ambulance and one IHCD Emergency Technician (EMT) or the Voluntary Aid Society (VAS)

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equivalent, plus enough qualified first aid personnel to cover the course layout size and type of event subject to medical requirements shown below.

For smaller club level events (where there are approximately 99 riders or less) the minimum medical requirements are for one ambulance – On the condition the ambulance is available at all times. Should the ambulance be required to support the treatment of, or transport an injured rider the event must stop until such time that the ambulance is available again. The ambulance should be accompanied by an IHCD Emergency Technician or the VAS equivalent, plus enough qualified first aid personnel to cover the course layout, size and type of event.

CLOTHING

1. All competitors must wear a crash helmet. For information regarding helmets please refer to the helmet section within the MCF Code of Practice.
2. Competitors are advised not to wear hand, face or body jewellery/piercings which could prove hazardous in the event of an accident.
3. The mouth should be kept clear of anything likely to cause blockage of the airway in the event of an incident, e.g. chewing gum. This includes removing false dentures.
4. Goggles of a non-splinterable type must be worn at the commencement of each race. Spectacles, if worn, must be non-splinterable.
5. It is advised that all riders and passengers should wear a body belt/kidney protector and wear protective armour giving protection to at least the chest and shoulders.
6. All riders and passengers are advised to wear identification discs around the neck or wrist during racing and practicing. The disc should bear the wearers full name and date of birth.
7. It is the responsibility of the riders parent/guardian to ensure that all protective clothing is correctly fitting for youth competitors.
8. In all races and official practice complete protective clothing produced for racing, knee length boots and gloves shall be worn by each rider and passenger. It is advised that jerseys should provide protection against abrasion to the body and arms and that jeans are padded at the hips and knees.

FIRE EXTINGUISHERS

Every MCF track and event must have a minimum of two 6Kg dry powder fire extinguishers. The position of the extinguishers must be clearly marked and must as a minimum be sited at each refueling point. All extinguishers must have a minimum 34A 183B rating as well as a current certificate attached.

Petrol Taps

Riders must ensure that the petrol taps on their machines are turned off before being left in the Parc Ferme.

RACE MANAGEMENT

Restricted Speed Areas

1. Restricted speed areas must be established on the approach to the Time Control Clock and refuelling points
2. Restricted speed areas will be identified by blue tape defining the route.
3. Within restricted speed areas riders must not exceed walking pace, any offence against this rule will be penalised.
4. The Clerk of the Course may also establish restricted speed areas at other parts of the route if required.
5. The restricted speed area must be clearly identified by the following signs:
 - A 600mm x 300mm sign with diagonal blue stripes on a white background will indicate the start
 - A 600mm x 300mm sign with diagonal black stripes on a white background will indicate the end.

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PARC FERMÉ

1. After preliminary examination the machine may be placed into a parc fermé.
2. Where possible it should be properly fenced, otherwise its limits should be properly marked and controlled by officials to ensure that only authorised persons may enter.
3. Access to the parc fermé is only allowed to the Officials of the Meeting.
4. Riders and passengers may only enter when parking or collecting their machines and must not interfere with other machines.
5. If any work or adjustments are made to a machine whilst in the parc fermé the rider will be penalised.
6. Machines must either have a fitted or temporary stand and must not be covered in any way whilst in the parc fermé.
7. In events of more than one day's duration, where organisers do not intend to place machines in the parc fermé overnight but return them to riders, this must be clearly stated in the Event Regulations.

START PROCEDURE

1. Riders will be informed of their designated start time.
2. The maximum number of starters per minute will be:
 - i. Solo machines – 4
 - ii. Sidecar / Quad machines - 2
3. If a work area is provided riders may enter the parc fermé 15 minutes prior to their start time and push their machine to the exit. Riders may enter the work area 10 minutes (20 minutes for sidecars and quads) to attend their machines.
4. If no work area is provided riders may enter the parc fermé 5 minutes prior to their start time and push their machine to the exit.
5. Once given the start signal a rider has 1 minute to start his machine with the fitted start devices and cross a 20m line, failure will incur a penalty.
6. Riders missing their start a lot by more than one minute will be penalised 60 pts for each minute overdue and must then carry out the above procedure.

RESTART FOLLOWING FAILURE

In an event of more than one day, a rider who fails to be classified as a finisher or who fails to come to the start line on any day, may restart the following day under the following conditions:

1. Within one hour of the scheduled finish time of the last rider for that day the rider must inform the Secretary of the Meeting of the intention to restart the following day.
2. Thirty minutes before the start time of the first rider the next day, the rider must present the machine at the start for re-examination. It must be the same machine on which the rider started the event, in respect of frame and hubs. The machine must then be placed in the Parc Fermé.
3. Provided he satisfies the Organisers on the above conditions he will be allowed to start the day and be eligible for Championship points, if applicable.

CHANGE OF MACHINE

Riders may only change their machine for one of a similar capacity and group if notified to the Secretary of the Meeting one hour prior to the first start time of the meeting.

CHANGE OF SIDECAR PASSENGER

1. An entrant is allowed to change the designated passenger if notified to the Secretary of the Meeting one hour prior to the first start time of the meeting.
2. The passenger must sign on and have the correct licence.

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OUTSIDE ASSISTANCE

1. If during a race a rider and/or passenger receives outside assistance other than that provided by the Organisers, that rider may be disqualified or penalised.
2. Riders receiving signals from persons associated with them in prohibited areas may be disqualified or penalised.

REFUELLING & REPAIRS

For multi day events:

1. A suitable area, prohibited to the public, should be set out whereby competitors may affect repairs and refuel their machines.
2. The entrance and exit must be controlled by marshals.
3. Smoking must be prohibited in this area.
4. One crew member may be allowed to pass items in to the work area but only the competitor will be allowed to service or repair the machine or its components.
5. A minimum of one 6kg dry powder fire extinguisher must be available in the refueling area.
6. Engines must not be running during refueling.
7. If no work area is provided a pre finish check may be used to allow riders a set time for maintenance before the final check.

COURSE

GENERAL

The course shall consist of mainly rough track and cross country going and must be clearly marked with route markers or direction arrows. Please note the general course may be open to other users and must not be treated as a one way route. Forest roads and tracks are NOT closed to other users and traffic may be travelling in the opposite direction.

1. Route marking must be positioned and angled so as to clearly indicate the intended direction of route. In determining the distance between the markers, organisers should give due consideration to likely conditions i.e. weather, dust etc.
2. Where a gate of arrows is constructed, riders must pass between them.

Marking of Junctions

1. One arrow approximately 50 metres in advance of the junction giving due consideration to likely conditions, fog, dust, etc.
2. Two arrows at the junction.
3. One arrow after the junction to indicate correct route.

Wrong Direction Markers.

1. Where appropriate, wrong direction signs of black cross on suitable background or 'no entry' sign should be displayed.

Diversionsary Routes.

All points where separate routes are to be followed by different classes must be clearly indicated as follows: -

1. In advance of diversion, a warning sign.
2. At the point of the diversion, a further sign indicating the routes to be taken in each class.
3. After the diversion, a further sign that indicates which route is being followed.
4. The size and positioning of the signs must be such that the information is clearly communicated.

Caution Boards.

1. To warn drivers of severe hazard points on the route crossed arrows or an exclamation sign should be used.

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Warning Signs for the Public.

1. Examples of warning signs for the public are to be found else where in the regulations.
2. Warning signs MCF 1 must be placed at regular intervals along the routes.

Mileage.

1. The lap length should exceed 10 miles.
2. Overall scheduled time per rider should be within daylight hours.
3. The mileage quoted by the organiser must be taken as correct and the average speed set between any time check must not exceed 50kph (31 mph)
4. If run on Forestry Commission land the overall average speed must not exceed 40kph (25mph)

Impassable Route.

If the Clerk of the Course decides that any part of the route becomes impassable during the event, he may delete that section and adjust the time accordingly.

Course Cutting.

Any rider reported to the Clerk of the Course for any of the following may be subject to penalisation.

1. Missing or entering a time/route check or special test from the wrong direction.
2. Course cutting.
3. Not following the marked or the intended route.

TIME AND ROUTE CHECKS

10.2.1 Timing of Events

Apart from the correction of errors which may emerge on investigation, the times, speeds and classification of an event shall be taken as fact and no protest shall be accepted as to their accuracy.

Time and Route Cards

1. Cards will be issued at the preliminary examination.
2. For multi day events, cards will be issued after the previous day has been completed
3. Riders will be responsible for collecting their cards - stamped/marked at all time and route checks. Failure to do so, or intends to deceive the organisers by altering or obliterating these cards, or using another rider's card will lead to disqualification.
4. Time schedules will show the amount of time allowed between time checks.
5. The loss of a time or route card will incur a penalty.
6. A rider who misses a check or arrives from the wrong direction will be disqualified.
7. It is the riders responsibility to present a time card to the Time Check Official in a flat and legible condition.

Time Checks.

Time checks will be indicated in the following manner:

1. A white flag or board placed 200 metres prior to the check.
2. A yellow flag or board placed 20 metres prior to the check.
3. Flags and boards will be placed so that they are at all times clearly visible to the riders.
4. The official time should be displayed at the 20 metre mark.
5. On passing the 20 metre mark a rider must immediately present his card.
6. The rider will be given the time at which they pass the 20 metre mark.
7. Final checks may be reached early without penalty.
8. Officials must keep a record of all riders check times.
9. Other markers may be used but must be noted in the Event Regulations

Route Checks

1. Route checks may not be marked on the route card.

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2. They will be indicated by the placing of a blue flag or board 20 metres prior to the check.
3. Competitors must stop in order to have their passage recorded.
4. Any rider missing a route check may be disqualified or penalised.
5. There should be a least one route check on the course.
6. Other markers may be used but must be noted in the Event Regulations.

Calculation of Penalties.

1. Riders will be given a set time between checks.
2. A penalty of 60 points will be issued for every minute a rider is over time at the check.
3. A penalty of 60 points will be issued for every minute a rider is under time for a check.
4. A rider that falls 60 minutes behind their allotted time will be disqualified.

Special Tests

1. Each event should ideally include 2 special tests per days riding.
2. Test can be of a Cross Country, Motocross, Sprint Enduro or Hill Climb style.
3. Test should be of approximately 5 minutes as a minimum.
4. Course Cutting will incur a penalty.

Practice

Riding on any part of the course is not allowed unless as part of an organised event, the penalty will be disqualification.

INSTRUCTIONS TO RIDERS

All Event Regulations and Final Instructions issued for an event will have the same force as these Cross Country Regulations but must in no way contradict it.

CONDUCT

Riders, parents or associates failing to obey instructions given by officials of the event or deemed to have unjustifiably or maliciously jeopardised the efficient running of the event by not adhering to the Regulations, Event Regulations or the protest procedure, may be disqualified from the event.

PARENTAL RESPONSIBILITY

It is a parent's or guardian's responsibility to ensure that children stay within the confines of the event site and obey all instructions issued by the organiser.

DECLARATION

It is a condition of acceptance of entry that the promoters shall not be responsible for any damage to a motorcycle or its accessories whether by fire, accident or other causes, nor for the theft of a motorcycle or its accessories before, during and after the event.

EVENT PENALTIES

The following penalties will be issued for the stated infringements.

Infringement	Points
1 Starting engine prior to instruction	60
2 Loss of time or route card	60
3 Not starting engine and crossing 20 metre start line within 60 seconds	20
4 Entering the parc fermé with engine running	60
5 Failure to attend machine examination at allotted times	20
6 For each full minute late at the start	60
7 For each full minute late at a time check	60
8 For each full minute early at a check	60
9 Manually recorded special test time per second	1
10 Automatically recorded special test time per 1/100 second	1/100

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EVENTS ON PUBLIC HIGHWAYS

Riders are responsible for having the correct insurance and tax and comply with all regulations pertaining to riding on the public highway.

SHORT COURSE ENDURO

An Enduro event using time cards that is run over a course of a shorter distance than a normal Enduro with the minimum being 3kms

NUMBER OF COMPETITORS

The number of competitors will work in relation to the length of the circuit with 30 solo and 15 sidecar or quad competitors allowed for each kilometer of circuit.

START PROCEDURE

The start shall be conducted as in 9.3 above with the allowance for 6 solo riders and 3 sidecar or quad riders to start together.

TIME CHECKS

1. The minimum total time for the event should be three hours.
2. The time check shall be at the start/finish area.

SPECIAL TEST

The special test may be conducted over one complete circuit.

MOTORCYCLES

All Motorcycles, Solo, Quad or Sidecar, designed for Enduro, Motocross or Trials and comply with the Code of Practice may be used in Short Course Enduro:

YOUTH COMPETITORS

If youth competitors are included in the event they must start separately from all adult riders.

TRACK AWARENESS

Riders must be aware of slower riders and service vehicles that may be on the circuit.
Riders of service vehicles must wear distinctive identification clothing.